

CITIZENS ADVISORY COMMITTEE
SAN MATEO COUNTY TRANSPORTATION AUTHORITY
1250 San Carlos Avenue, San Carlos CA 94070
Bacciocco Auditorium, 2nd Floor

MINUTES OF MARCH 2, 2010

MEMBERS PRESENT: B. Arietta, J. Bigelow, P. Dixon (Chair), J. Fox, R. Hedges, R. Hees, C. King, A. Mader-Clark, D. Maez, D. Mensing, L. Shaine, A. Vargas, P. Young, G. Zimmerman

MEMBERS ABSENT: None

STAFF PRESENT: L. Bhuller, T. Dubost, C. Goodrich, J. Hurley, R. Lake, K. Rothschild,
L. Snow

Chair Pat Dixon called the meeting to order at 4:34 p.m. Public member Pat Giorni led the Pledge of Allegiance.

APPROVAL OF MINUTES

A motion (Hees/Bigelow) to approve the minutes of February 2, 2010 was approved.

Public Comment

Todd Bray, Pacifica, expressed his appreciation for local share funding Pacifica receives from the TA.

ITEMS FOR REVIEW – MARCH 4, 2010 TA BOARD AGENDA

There was no discussion on the following items:

1. Approval of Minutes of February 4, 2010 - TA Item 3a
2. Acceptance of Statement of Revenues and Expenses for January 2010 - TA Item 3b
3. SamTrans Liaison Report – February 10, 2010 – TA Item 7

Assignment of Contract for Providing Investment Management Services – TA Item 3b

Treasury Manager Lori Snow was available to provide details.

George Zimmerman said the report noted a liquidity problem and asked where the funds were moved. Ms. Snow said TA funds are not kept with Tamalpais Wealth Advisors (TWA) because they are an advisory firm and not a broker/dealer. The funds are kept with the Bank of New York. TWA's parent company, Tamalpais Bank, had to change their business practices, which affected liquidity. The TA's investment advisor with TWA, Bill Osher, sought a new parent company that would provide the stability the TA is looking for and found CSI Capital Management, Inc. (CSI).

A motion (Zimmerman/Hees) to recommend support of the assignment of contract was approved.

**Authorize Amendment of Fiscal Year 2010 Operating Budget for a New Total of \$25,149,603
– TA Item 10a**

Mr. Hurley said sales tax projections at the beginning of the fiscal year were greater than that being realized at this time and an adjustment was made to the Operating Budget. He introduced Manager of Budgets Ladi Bhuller to provide details.

Ms. Bhuller said staff is proposing an amendment to the Operating Budget to account for decreasing sales tax revenues and interest income. Staff projected sales tax revenue for FY2010 at about \$64.7 million. Year-to-date, ending January 2, 2010, the TA is \$2.6 million under budget and staff is proposing to lower the annual projection to \$60 million. This will result in adjusting various corresponding expenditures detailed in the Expenditure Plan.

Ms. Bhuller said staff is proposing to revise interest income. The majority of TA investments are with the County Pool, which has been projected to have a return of 1.75 percent. However, year-to-date the investments are averaging only 0.95 percent. The TA investment with TWA, which makes up about 26 percent of the entire portfolio, is on budget at approximately 2 percent to-date.

Jim Bigelow asked about the amount of job loss related to the decrease in revenues. Ms. Bhuller said she would report back with this information.

Randy Hees asked how local share funding is allocated to local entities. Ms. Bhuller said she would report back with this information. She said when the TA Board approves local shares, local entities are notified right after the Board meeting.

Larry Shaine said local share is a percentage of income and it is a formula based on a combination of residents and street miles.

A motion (Hees/Hedges) to support the operating budget amendment was approved.

PROGRAM

Update on State and Federal Legislative Program – TA Item 11a

Mr. Zimmerman asked about staff's opinion of the government's proposed gas tax swap.

Government Relations Officer Kim Rothschild said staff opposes the gas tax swap but there are negotiations with the governor's administration. Legislative leaders and California Transit Association (CTA) Executive Committee members and staff have come to an understanding on what funding will be received, that is significantly better than the amount received last year, which was a 100 percent diversion of State Transit Assistance (STA) funds. This will result in a one-time appropriation of about \$400 million to cover STA for the next fiscal year. For the following year, which will begin in July 2011, the governor wants to lower the diesel excise tax from \$0.18 to \$0.13, which would make the proposal revenue neutral. The governor wants to increase sales tax on diesel from 5 percent to 6.75 percent. This funding would result in a minimum of \$350 million for the STA program. The governor is still trying to circumvent the successful lawsuit by the CTA that prohibits the governor diverting funds from the Public Transportation Account for non-transit uses.

Rich Hedges said this move by the governor and Legislature is shameless. The states purpose for the gasoline sales tax was for transit.

John Fox said the proposal to swap the tax structure and say to local communities that they can pass a separate excise tax to cover transit is very disingenuous because in the current environment, very few tax initiatives will pass. He said it would make more sense to lobby or argue that the governor's approach to raise revenue should be done as a separate extra sales tax and keep the existing tax structure for transit.

Mr. Hedges said cities have passed tax increases on the sales tax to backfill what the state has already taken from them.

Mr. Shaine said the sales tax on gasoline the governor wants to take was passed by the citizens of the State. He asked if there is some sort of promissory loan that will be paid back in five years.

Ms. Rothschild said the money was taken and diverted to the General Fund.

Mr. Hedges said a court decision requires the money be paid back. Ms. Rothschild said her understanding is there is no intention to pay back the money.

Mr. Shaine asked if there was something on the November ballot to reestablish these revenues.

Ms. Rothschild said there is an initiative being developed.

Doris Maez said diesel fuel is largely used by the trucking industry and they have already been hit with toll increases; and some can't use their trucks because they haven't been retrofitted for air quality requirements. Ms. Rothschild said the excise tax on diesel would be concurrently reduced to maintain fuel prices.

Dan Mensing said he thought there was a two-year extension for the conversion. Mr. Fox said he thought there were some extensions granted in certain areas of Los Angeles County.

Ms. Rothschild continued her comments on the legislative update. She said there are a lot of things that are not moving because of the budget votes. Staff hasn't taken any formal position because it is early in the process and a lot of issues are still in the Rules Committee and being assigned to the Policy Committee. Until the Policy Committee does analyses of bills, it is too early to make recommendations on bills until they move forward.

Mr. Zimmerman asked if there were any Federal or State legislative proposals that are of particular interest to the TA that haven't had sufficient analysis. Ms. Rothschild replied yes. Staff will have a better idea in April after there are Policy and Appropriation Committee hearings. At that time, staff will have a better idea on cost, support, opposition and how those bills will affect the TA.

Authorize Support for the Local Taxpayer, Public Safety and Transportation Protection Act of 2010 for California's November 2010 Statewide Ballot – TA Item 11b

Mr. Zimmerman asked staff to highlight key parts of this resolution. Ms. Rothschild said the second page of the staff report outlines how the transportation component of this measure would protect against diversion of State transportation funding sources and how the measure would also preserve the traditional uses for these revenues. She said the TA is very concerned about transportation congestion relief and making sure projects are funded in San Mateo County. The State has diverted approximately \$2.8 billion from the STA program since 2007. The San Mateo County Transit District has lost approximately \$36 million and the Peninsula Corridor Joint Powers Board lost

approximately \$37 million. Caltrain has had to cut and reduce service, which goes against the TA's goal of transportation congestion relief.

A motion (Zimmerman/Hedges) was made to support the initiative.

Mr. Hees asked what else could be done to support the initiative. Ms. Rothschild said TA Director Terry Nagel is gathering signatures.

Ms. Maez said the title is ambiguous and asked if the initiative would protect local funding as well as transportation funding. She said the League of Woman Voters is involved with the initiative because a lot of what happens will trickle down and affect local governments.

Ms. Maez said the initiative refers to public safety and this brings police and fire services to mind. She is opposed to ballot box initiatives because the State-mandated spending for initiatives and bond debt makes up 70 percent of the state budget.

The motion to support the initiative was approved by a 13/1 vote (Noes: Maez)

Capital Projects Quarterly Status Report – 2nd Quarter Fiscal Year 2010 – TA Item 11d

Mr. Zimmerman asked if there was priority for the grade separations projects. Mr. Hurley said attention is on the San Bruno Grade Separation Project because the contract needs to be awarded by July 1 due to timeline requirements associated with Proposition 1B funding.

Ms. Maez said there are problems selling Proposition 1B bonds and the San Bruno Grade Separation Project is counting on \$30 million of Proposition 1B funds. Mr. Hurley said if Proposition 1B funds are not available at the time the money is needed, there may be a need to front some other funding source and then seek reimbursement from Proposition 1B funding when the bonds are actually sold.

Barbara Arietta said she thought 40 percent of Proposition 1B bonds were sold and asked if that amount has increased. Mr. Hurley said he would provide updated information.

Program Report: Paratransit Program and the Senior Mobility Initiative and Action Plan – TA Item 11c

Mr. Hurley introduced Accessibility Coordinator Tina Dubost and Manager of Strategic Development Corinne Goodrich. Ms. Dubost said she would report on the Americans with Disability Act (ADA) paratransit services - Redi-Wheels, and Redi-Coast. Ms. Goodrich will report on the services that complement paratransit, pilot projects under development and projects that may be eligible for new Measure A funding.

Ms. Dubost provided the following details:

- SamTrans' paratransit services include Redi-Wheels and Redi-Coast, which are required by ADA and partially funded by original and new Measure A.
- Redi-Wheels started in 1977.
- The mission of paratransit is to comply with ADA regulations; provide safe, efficient and high-quality service; serve all trip requests and provide regional connections.
- Features of paratransit service include:
 - a. Service area and hours mirror fixed routes

- b. Ride reservations 1-7 days in advance on a shared-ride system
- c. On time policy: 0-20 minutes after scheduled pickup time
- d. Personal care attendants ride free
- e. In-person interviews determine eligibility
- f. San Mateo County Paratransit Coordinating Council (PCC) provides oversight.
- The new Measure A was approved by voters in 2004 for a one-half cent sales tax for 25 years, commencing January 1, 2009. Estimated funding in 2004 dollars is \$2.4 million per year and \$60 million over a 25-year period.
- Paratransit expenses for 332,000 trips in FY2009 were \$13,614,000 with a subsidized average cost of \$41 for a one-way trip. A standard customer fare is \$3 for a one-way trip and \$1.50 for a Lifeline fare (fares increase on July 1, 2010).
- Paratransit funding sources of \$14,081,912 include passenger fares, local Transportation Development Act funding, local STA funds, operating grants, sales tax and Measure A funding.

Ms. Goodrich provided details on the Senior Mobility and New Freedom Initiatives.

- The population of 65 years-plus seniors, in the county is dispersed in the county with concentration along the El Camino Real corridor.
- Specific needs for transportation will be affected because the senior population will double in the county in the next 20 years to 160,000, and more seniors will live in places difficult to serve with public transportation. Seniors will not be accustomed to using public transportation and existing transportation services will not be able to meet all the needs of seniors.
- If action is not taken, there will be strain on families of seniors who have limited mobility, isolation of seniors, rising numbers of traffic injuries and deaths and a strain on public, private and non-profit services.
- The Senior Mobility Action Plan is a joint effort to keep seniors safe and connected to their communities as problems related to aging make it harder for them to get around.
- Senior Mobility Action Plan strategies include: community transit services, community-based transportation, encouraging use of transit, safe driving and driving retirement, taxicabs, information and assistance and walking and pedestrian safety.
- New Freedom Initiatives are funded through the Metropolitan Transportation Commission and include pilot programs for mobility ambassadors, vehicle sharing, telephone information and assistance and volunteer drivers.
- The Senior Mobility Guide provides information in English, Chinese and Spanish about a wide range of programs and services.
- The Mobility Ambassador Program is staffed by volunteers at six host senior centers with a Senior Mobility Coordinator and program monitoring.
- The Vehicle Sharing Pilot Program will promote vehicle sharing partnerships, better serve transportation needs of clients, and realize cost savings or revenue generation with an approach of facilitation.

Mr. Hedges said it is important to house disabled and elderly people near transit. He said Assemblyman Jerry Hill authored a bill, which will require townhomes within one-half mile of transit to be built for disabled inhabitants for visitability and habitability. He said there will be opposition to this bill and asked for everyone's support.

Ms. Goodrich said when seniors are surveyed, one-half prefer to retire to a walkable, accessible area. She said the Grand Boulevard Initiative would concentrate development along the El Camino Real corridor because of accessibility.

Mr. Hedges said the 2002-2003 Grand Jury Report complimented Redi-Wheels and reported the system would become stressed and would need to find ways to do travel training. Those who apply for Redi-Wheels service are invited to do travel training.

Mr. Zimmerman supports everything the San Mateo County Transit District (District) provides and asked if staff has explored the ability to pay for some clients. Ms. Goodrich said the Senior Mobility Guide lists costs for various services and includes private service information. A service in San Francisco has various options, which can cost approximately \$70 per hour. She said the District, as part of a grant, has partnered with the Family Service Agency to promote a volunteer driver program. FISH is a community service for ambulatory passengers that are driven in private vehicles by volunteers.

Ms. Arietta said the coastside will have a sizable population of 65 years and older by 2025. It is a mountainous, hilly terrain with minimal transit options. She asked what options would be available for seniors who don't want to or can't relocate to the El Camino Real corridor. Ms. Goodrich said the community-based volunteer driver services would be successful in smaller close knit communities.

Mr. Bigelow said blind people have a problem knowing when a Redi-Wheels vehicle arrives for pick up or when the driver does not go to the person's door. Ms. Dubost said staff can ask the driver to go to the door assuming the driver can keep the door of the vehicle in full view and the distance is no greater than about 50 feet.

Chair Dixon asked about getting pamphlets that deal with challenges for the blind. Ms. Dubost said the Paratransit Rider's Guide is sent to eligible customers, and is available by calling 650-508-6241 or at rediwheels@samtrans.com.

Charles King asked about medical emergencies during transit and asked if defibrillators could be installed in vehicles. Ms. Dubost said there have only been one or two emergencies in more than 10 years. She said drivers are trained in CPR and have a radio to call 911 for any emergencies.

Mr. Mensing asked if brochures are provided in Braille to customers. Ms. Dubost said a request can be made for information in Braille, on a CD or audio tape. Ms. Goodrich said funding is available to provide the Senior Mobility Guide in accessible formats.

Public Comment

Pat Giorni, Burlingame, asked if \$41 paid for a one-way or round trip. Ms. Dubost said it pays for a one-way trip.

Ms. Giorni asked if she requested a trip to and from a doctor would it only cost her \$3 one-way or round trip. Ms. Dubost said a one-way trip costs the customer \$3 and the District \$41. She said a Lifeline fare assistance program is available for very low income customers. She said customers don't have to apply but if they choose, they can submit proof of receiving Supplemental Security Income, Medi-Cal or General Assistance.

Ms. Giorni said a round trip fare would cost \$82 subsidized and \$6 for the customer. She asked if all that money is part of management, administrative and driver costs. She said given these costs, is it time to look at taxi service because the taxi driver pays his/her own gas, insurance and other costs.

She said if the customer paid the taxi driver \$3 for a fare and the District reimbursed the taxi driver for the actual meter costs, the cost would probably be a lot less than \$41 for a one-way trip; and most trips are within five miles.

Ms. Dubost said the District subcontracts with a taxi company for some trips and the average taxi trip cost is fairly comparable, and in some cases it may be more. She said this service is used when a lot of people are traveling.

Mr. Shaine said he was on a taxi cab working group subcommittee and learned drivers have to be certified to handle seniors and disabled customers and they need to have specially-equipped cabs to handle wheelchairs, slide-out ramps and other equipment needed by the disabled. Mr. Shaine said there are two reputable, reliable taxi firms operating in the county.

Mr. Hedges said San Francisco has a good program controlled by the county. He said there are also cultural limitations with taxi drivers who may not pick up dogs, which may be an assistance animal for the customer.

Public Comment

Todd Bray, Pacifica, said he is a volunteer driver for the American Cancer Society and the program sees to the specific needs of all customers.

REPORT OF THE CHAIR – PAT DIXON

TA CAC recruitment will begin March 15. Four CAC members' terms expire May 31:
Austin Mader-Clark, Ms. Maez, Mr. Fox and Mr. Zimmerman. Applications are due April 12.

Chair Dixon asked about the meeting for the Calera Parkway Project. Mr. Hurley said the March 3 meeting is an environmental scoping meeting, which is a normal step in the environmental process when an Environmental Impact Report (EIR) is prepared. The intent of the scoping meeting is to solicit input from the community to make sure environmental items of concern are considered in the draft EIR, which will be made available for public comment.

Ms. Arietta said she published a news release on the scoping meeting with the help of Mr. Hurley. Mr. Hurley said the intent was to try and reach out to as many people as possible with ads in the *Pacific Tribune*, *Pacifica Riptide* and *San Mateo Times*. All businesses and property owners within 500 feet of the project received a mailer with information for input.

April Vargas asked about documents for the meeting. Mr. Hurley said they were released on March 1 and are normally released at the scoping meeting. Meeting information is also available at www.smcta.com.

Mr. Hees said scoping meetings can be frustrating for the public and the intent has to be obvious so attendees don't spend time asking about numerous project details, which can't be discussed at this time. Ms. Arietta said her news items included additional project details for the public.

REPORT FROM STAFF – JOE HURLEY

No report

Mr. Fox left at 6:04 p.m.

COMMITTEE COMMENTS

Mr. Hedges said there is not a housing listing for disabled units with any county, regional or State government agency and units for the disabled are frequently rented to people without disabilities. He said there may be an effort in this region to create a registry because there is a registry for housing for people with modest means.

Mr. Bigelow said the California High Speed Rail Authority (CHSRA) is circulating the revised draft program level EIR to comply with the court judgment in the Atherton, et.al. v. CHSRA, which contains only the additional information and analysis needed for compliance. The CHSRA will accept public comment on this document for a period of 45 days, commencing on March 11. On April 1, he believes the CHSRA is scheduled to release the alternatives for the San Francisco to San Jose segment, which describes some potential property takings. A 45-day comment period commences on April 1.

Ms. Maez said the Central/North County League of Women Voters will be sponsoring a meeting on impacts of High Speed Rail (HSR) on the Peninsula on March 16 in Millbrae at the Library Plaza, Chetcuti Room. Information is available at www.lwv.org.

Mr. Mensing said it would be helpful if all information about HSR was consolidated on one Web site. Mr. Bigelow said meeting information and audio is available at www.cahighspeedrail.ca.gov.

Mr. King asked if staff is taking any lessons on earthquake transportation issues from the Haitian and Chilean earthquakes.

NEXT MEETING

The next regular meeting of the TA CAC will be held on Tuesday, March 30, 2010 at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd Floor, San Carlos, CA 94070.

Adjournment – 6:14 p.m.